

Marine Aircraft Group 26

Safety Bulletin

23 April 2004

No. 34



Photo of the Week... Double Header



What If?

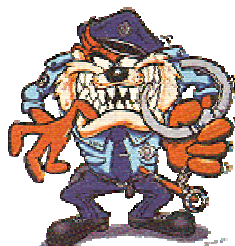
Y'know, some people have entirely too much faith in their co-workers. The two gents you see here are driving a grounding rod into the ground. The guy on the bottom got the raw end of the deal. So let's play a game. I say "What If" and you answer the question

in your mind. Ready? O.K.

What if the guy using the sledge hammer missed and bonked the holder on the head? *What if* he lost his balance and fell out of the backhoe bucket? *What if* a chip of metal broke off and flew toward the holder's face? *What if* the holder slipped and fell into the trench behind him? *What if* the holder sneezed just as hammer was coming down? That was fun, wasn't it? Hey folks, here's a great idea ... play the "What If" game before you start working on a project. You just might be able to eliminate some hazards and prevent an accident.

What's PMO been up to...

- Failure to Stop: 2
- Driving without a valid drivers license in possession: 3
- Speeding 11-15 mph over speed limit: 5
- Speeding 1-10 mph over posted speed limit: 2
- Driving while under suspension: 3
- Inattention to driving: 1
- Reckless Driving: 2
- Failure to Wear Seatbelt: 3



WEEKLY SAFETY FLAGALL

12 - 18 April 2004

ON DUTY: None

AVIATION: None

OFF DUTY:

040418 CPL, MWCS-38. SNM (23 yrs-old) was traveling at a high rate of speed then suddenly veered to the right, departing the road. SNM's vehicle crashed thru a chain link fence and came to rest in a ditch. Additional details/circumstances surrounding this matter are unknown at this time.

Update on mishap listed below:

040412 neurosurgeons conducted a second apnea test on the PFC (conducted to determine if SNM can breath without life support). This test followed a battery of previous tests and was the final test to confirm their diagnosis of no brain activity. SNM was taken off life support and officially pronounced dead at 040412.

040403 2 LCpl's, 1 PFC, 2d LAR Bn, 2d Mar Div, Camp Lejeune, NC and MCRD Parris Island, SC. Marine's were involved in a single vehicle accident on Hwy 17, approximately 6 miles from Georgetown, South Carolina. The driver, a LCpl, is being held by the South Carolina State Police and is charged with felony DUI. His Blood Alcohol Content was measured at 0.10. The driver lost control of the POV while traveling around a curve at approximately 80 mph. The vehicle slid backwards down an embankment, struck a tree, and went airborne before striking another tree. The passenger in the front seat, a LCpl, is hospitalized with unknown injuries. The passenger in the backseat, a PFC, **was not wearing a seatbelt** and was ejected from the vehicle. He was life-flighted to the Charleston Medical University Hospital and is being treated for severe head trauma. The PFC remains in very critical condition. It is unknown whether either of the LCpl's involved were wearing a seatbelt at the time of the accident. **Alcohol was involved in this incident.**

040410 PVT, MWCS-28, MACG-28, 2D MAW. SNM was on appellate leave was **killed in an ATV accident**. SNM crashed into a tree at high speed and died immediately of blunt head trauma. It is not known whether SNM was wearing a helmet. Alcohol was not a factor.

"Click-it or Ticket" Campaign:

The Annual Click-it or Ticket Campaign will begin May 24th and continue to June 6th. Law Enforcement Agencies across the country will "Tighten up" to a zero tolerance for not wearing your seat belt while driving. They will be concentrating mostly on teens and young adults, so make sure each and every one of our troops get the word-BUCKLE UP.

MOTOR VEHICLE SAFETY COURSES

DRIVER IMPROVEMENT COURSE

Date: 12 May
Place: AS-212, Room 121A
Time: 0730-1600 (first 25 Marines, so be early)

REMEDIAL DRIVER IMPROVEMENT COURSE

Date: 14 May
Place: AS-212, Room 121-A
Time: 0730 - 1130.

Motorcycle BASIC RIDER COURSE (23 hours)

Date: 5-6 May and 19-20 May
Place: MAG-26 Over flow parking lot between White St. & Bancroft St. on Campbell St.

Time: 0800-1600

REQUIREMENTS

Active Duty (Retired military welcome on space available basis)
Own Motorcycle
Motorcycle Learner's Permit or Endorsement
PPE requirements as addressed in MCO 5100.19E
Helmet (SNELL/ANSI/DOT Certified)
Impact/shatter resistant goggles or full faced shield attached to helmet
Reflective vest or brightly colored outer garment (for daytime use)
Hard sole shoes with heels (Leather boots or over the ankle encouraged)
Long sleeve shirt or jacket
Long legged trousers
Full fingered gloves or mittens

****Pick up study questions prior to class day from course instructor****

Upon registration for the course, the student will be given a letter of intent to take to Pass and ID for a 30-day temporary pass to ride a motorcycle aboard MCAS.

For more information, call 449-5440 or 449-6143.

Motorcycle EXPERIENCED RIDER COURSE (11 hours)

7-8 May
Fri 1700-2200 and Sat 0700-1300
(The experienced rider must have an endorsement on his drivers license)

No permit is required to take the course at CCCC; however, an endorsement or proof of purchase/ownership is required to receive a voucher for the MCAS Safety Office to pay for the class. The Marine must present his driver license and ID card to receive the voucher. If the Marine has a motorcycle endorsement, he will need to take the experienced rider course. The phone number at Coastal for registration 938-6294.

MOTOCROSS SAFETY TRAINING

1/2 day class (\$35.00 per student)

Starting and stopping motorcycle, emergency stopping, swerves, tight turns, jumping techniques, body position.

Full day class (\$70.00 per student)

Same for 1/2 day class, plus motorcycle maintenance up keep, track conditions, safety awareness, more in depth riding techniques.

Classes are held at Half Moon Mx Park 1037 Ramsey Rd. Jacksonville, NC 28546. Phone 910-938-1346/910-577-5850 Instructor Donnie Davis.

040409 SSGT, HQCO, HQSVCBN, MCRD Parris Island, SC. SNM was injured in a motorcycle accident. SNM struck an on-coming civilian van suffering a compound fracture to the left arm, a broken pelvis, torn stomach muscles, and various cuts and abrasions. It is unknown whether alcohol played a role in this incident.

Suicides:

040417 SGT, HMLA 269. SNM committed suicide in Jacksonville, NC. SNM was found with a single .22cal round to his head. The weapon was found near the body.

040414 Sgt, HQSPTBN, MCB Camp Pendleton, CA. SNM committed suicide in his off-base quarters. Cause of death was a single gunshot wound to the head.

040414 LCpl, D CO, Marine Crypto logic Support BN, Ft Gordon, GA. SNM allegedly committed suicide by holding a 30.06 rifle to his mouth and pulling the trigger.

Boating enthusiasts,

If interest warrants, Gy Hetterscheidt will schedule a day with the Coast Guard Aux for boat inspections. This includes civilians as well as military. See info below.

According to the 2d MAW Force Protection Campaign Plan, Group Commanders are to schedule the U.S. Coast Guard Auxiliary to conduct boat and jet ski safety inspections. **The United States Coast Guard Auxiliary** was established by Congress in 1939 to assist the Coast Guard in promoting boating safety. It boasts more than 35,000 members from all walks of life who receive special training so that they may be a functional part of Coast Guard Forces. Auxiliarists assist the Coast Guard in non-law enforcement programs such as public education, vessel safety checks, safety patrols, search and rescue, maritime security and environmental protection and Coast Guard Academy introduction programs for youth. Auxiliarists volunteer more than 2 million hours annually to benefit other boaters and their families. After a vessel passes the safety inspection, the inspector will place a safety inspection sticker on the vessel and give the owner a copy of the inspection checklist. The U. S. Coast Guard looks favorably upon these inspections! Further information can be obtained at <http://www.cgaux.org/> to include a list of vessel inspectors in the Jacksonville area. I would like to schedule a day for the inspectors to come aboard MCAS New River and take care of these inspections for all units. How many people will be taking advantage of this is what we need to know?

Interested personnel should contact their respective Group Safety Office **NLT 26 April 2004:**

MAG-26: 449-7185

MAG-29: 449-6752

MCAS personnel can contact SEA at 449-5440/6143

MARCH 2004 SAFETY MESSAGE AND THIRD QUARTER SAFETY THEME ALMAR 020/04

DURING MARCH, TWO MARINES DIED IN OFF-DUTY MISHAPS AND FOUR MARINES DIED IN ONE OF TWO AVIATION MISHAPS.

A. OFF-DUTY

(1) A LCPL DIED AFTER HITTING A GUARDRAIL IN HIS PMV AND BEING STRUCK BY ANOTHER VEHICLE.

(2) A LCPL DROWNED WHILE SWIMMING DURING A SEA CONDITION WARNING.

B. AVIATION

(1) TWO LTCOLS, A GYSGT, AND A LCPL DIED IN THE CRASH OF THEIR UC-35D AIRCRAFT DURING A NIGHT INSTRUMENT APPROACH. THE AIRCRAFT WAS DESTROYED.

(2) TWO AH-1W AIRCRAFT COLLIDED DURING A REFUELING EXERCISE IN IRAQ. THERE WERE NO FATALITIES AS A RESULT OF THE MISHAP. BOTH AIRCRAFT WERE DESTROYED.

2. TRENDS/OBSERVATIONS

A. TO DATE, 24 MARINES HAVE DIED THIS FY IN OFF-DUTY AND RECREATIONAL MISHAPS. IF THIS TREND CONTINUES, THERE WILL BE MORE RECREATIONAL FATALITIES THIS FY THAN IN THE PREVIOUS SEVEN. BE PROACTIVE AND PLAY YOUR PART IN CHANGING THIS TREND BY TAKING CARE OF YOURSELF AND YOUR FELLOW MARINES.

B. HISTORICALLY, DROWNING IS THE NUMBER TWO CAUSAL FACTOR OF FATAL OFF-DUTY MISHAPS. AS SUMMER APPROACHES, OPPORTUNITIES TO SWIM WILL INCREASE CONSIDERABLY. PROPER OPERATIONAL RISK MANAGEMENT (ORM) AND TRAINING WILL REDUCE THESE MISHAPS WHILE ALLOWING MARINES TO ENJOY SWIMMING AND WATER-RELATED ACTIVITIES IN A SAFE ENVIRONMENT. SOME THOUGHTS ABOUT ORM FOR MARINES WHEN SWIMMING ARE CONTAINED BELOW. CONSIDER ALSO ADDING WATER SAFETY/SWIM TRAINING TO YOUR UNITS' FITNESS PROGRAMS. IN ADDITION TO INCREASING WATER SAFETY AWARENESS, YOU CAN ADD A LOW IMPACT PHYSICAL TRAINING REGIMEN THAT WILL INCREASE ENDURANCE, REDUCE EXERCISE-RELATED INJURIES, IMPROVE CONFIDENCE IN AND AROUND THE WATER, AND MOST IMPORTANTLY, REDUCE THE LIKELIHOOD OF A DROWNING MISHAP.

C. THE BELOW ORM EXAMPLE IS A TOOL FOR MARINES TO USE IN REDUCING RISK WHEN SWIMMING. MARINES SHOULD ADD TO IT AS THEIR CIRCUMSTANCES DICTATE.

(1) IDENTIFY HAZARDS SUCH AS SUBMERGED ROCKS OR DEBRIS. EXAMINE THE

WATER TO BETTER GAUGE ITS DEPTH AND CURRENTS; LOOK OUT FOR RIP-TIDES; AND BE AWARE OF APPROACHING WEATHER SYSTEMS THAT BRING HEAVY RAIN, LIGHTNING OR ROUGH SEAS. TAKE INTO ACCOUNT THE SWIMMING ABILITIES OF EVERYONE IN YOUR GROUP.

(2) ASSESS THE SEVERITY AND PROBABILITY OF ANY HAZARDS ASSOCIATED WITH YOUR PLANS.

(3) REDUCE RISK BY MAKING SOUND DECISIONS. FOR EXAMPLE, BRING A CELL PHONE IF YOU HAVE ONE; LET SOMEONE KNOW WHERE YOU WILL BE SWIMMING AND WHEN YOU PLAN TO BE BACK; DO NOT SWIM ALONE; SWIM WHEN THERE IS A LIFEGUARD OR MARINE CORPS WATER SAFETY INSTRUCTOR PRESENT; AND BRING A SAFETY FLOTATION DEVICE OF SOME KIND IN CASE OF AN EMERGENCY. REVIEW CPR STEPS FOR DROWNING VICTIMS.

(4) IMPLEMENT CONTROLS SUCH AS LIMITING THE DURATION AND DISTANCE OF SWIMMING TO AN ACCEPTABLE LEVEL FOR ALL. WAIT A REASONABLE PERIOD AFTER EATING BEFORE SWIMMING AND DO NOT CONSUME ALCOHOL WHILE ENGAGING IN WATER ACTIVITIES.

(5) SUPERVISION IS THE MOST IMPORTANT STEP IN THE ORM PROCESS. BE ESPECIALLY WATCHFUL AND ALERT IN AND AROUND THE WATER.

3. AS I SEE OUR MOST PRECIOUS ASSETS INJURED OR KILLED IN RECURRING AND PREVENTABLE MISHAPS, I AM REMINDED THAT SIMPLY FOLLOWING OUR CORE VALUES, "HONOR, COURAGE, AND COMMITMENT", WOULD SAVE MANY LIVES. FOR THIS REASON, I'VE DECIDED THAT OUR THIRD QUARTER SAFETY THEME WILL BE OUR CORE VALUES. LEADERS WILL TAKE TIME TO REEMPHASIZE THE MEANING OF OUR CORE VALUES AND ENGAGE MARINES IN CONVERSATION ABOUT HOW TO MAINTAIN THOSE VALUES IN THEIR OFF-DUTY LIVES.

EDITORIAL

By SSgt Ed Heyward

O.R.M.

Well it's that time of year again, "Safety Stand Around" time! I know what you're all thinking, "do I have to sit through another day of boring lectures that really don't tell me anything I don't already know?" Well I hate to tell you this, but YES! you have to sit through another day of boring lectures that really don't tell you anything you don't already know. Every year, we lose more Marines due to off duty accidents than anything else. Although most of us apply a thing called common sense to our everyday life and activities which can, and does make the day full of lectures and classes seem boring and frankly an annoying waste of time that could be better spent tending to your daily duties here at the MAG, not everyone does.

For example, there's "that guy" you know the one I am talking about, the one who just can't seem to make a single good decision and you wonder how he made it through puberty without Darwin's Theory removing him from this planet. Hence ORM, The Marine Corps definition of common sense. ORM is something that we all, not only as leaders, but also as Marines should apply to everything we do. The funny thing is, most of us already do, so where is the problem? The problem lies in one word, "most." You see, although a 0 defect mentality is neither healthy for a unit or realistically attainable, until we all come together, and continually make safe and sound decisions in our personal and professional lives, we will continue to sit through day after day of boring lectures that don't tell us anything we don't already know, for the sake of "that guy."

Something to think about, common sense is not something you can teach, but something we must all strive to inspire in our Marines and our peers. Ensure "that guy" realizes that if he tries to jack his monster truck up with the jack from the trunk of his buddies Yugo, so he can put the doughnut spare on, and keep mudding until the 12 pack is gone, he might get hurt, or hurt someone else and that decreases the efficiency of the unit and the team we have all grown to love called the U.S. Marine Corps.

-That's all for this week- SSgt Heyward, MAG Safety